

COUNTRY	Germany (Soviet Zone)	REPORT NO.	
TOPIC	Oranienburg Airfield	25X1	25X1 410
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	11 to 30 November 1951		
DATE OBTAINED	25X1	DATE PREPARED	25X1
REFERENCES	25X1		
PAGES	3	ENCLOSURES (NO.)	CONFIDENTIAL
REMARKS	<p style="text-align: center;"><del>CONFIDENTIAL COPY</del> DO NOT CIRCULATE</p>		

1. Between 10 a.m. and 1 p.m. on 11 November 1951, 20 jet bombers covered with tarpaulins were observed near the hangar of Oranienburg airfield. Four twin-engine planes with double rudder assemblies were behind the hangar. Another nine jet bombers were observed at the eastern edge of the installation. The noses of these planes were covered with tarpaulins. A radio installation, consisting of four masts arranged in a square and a low wooden building, was located in the northern extension of the runway.

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2. Between 2 and 4 p.m. on 17 November, there was no flying. Three biplanes, 4 twin-engine planes, and 28 jet bombers were observed. Nineteen of the bombers which were parked near the hangar apparently had plexiglass noses.

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3. Between 10:20 a.m. and 2:30 p.m. on 26 November, 11 type-27 or type-30 aircraft, 2 twin-engine transports, and 4 unidentified type aircraft were counted at the field. Another estimated ten type-27 or type-30 planes were also stationed at the field. There was no flying. Heavy truck and rail traffic was observed on the highway near the quartering area.

4. Between 11 a.m. and 2 p.m. on 14 November, aircraft observed at the field included 11 type-27 or type-30 planes parked at the intersection of the two runways; 16 type-27 or type-30 south of the large hangar; 6 type-27 or type-30 planes east of this hangar; 4 twin-engine planes with double rudder assemblies north of the hangar; and 1 twin-engine transport with single rudder assembly west of it. Visibility was about 10 km, with 10/10 degrees of cloudiness. The cloud base was about 800 meters. All the jet planes were covered with tarpaulins. There was no flying or other activities at the field. Light railroad tank cars were observed on the spur track.

5. Between 11 a.m. and 2 p.m. on 15 November, there was no flying. Visibility was about 500 meters with 10/10 degrees of cloudiness. The cloud base was about 600 meters.

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CLASSIFICATION

SECRET

Report No. <i>001</i>
No Change in Content <input type="checkbox"/>
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Date Changed To: 13 00 00
AMSI: RR ID-2
Date: <i>20 Aug 78</i>
By:

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6. Between 9:30 a.m. and 1:25 p.m. on 21 November, visibility at the field was about 8 km, while the degree of cloudiness changed from 5/10 to 10/10. The cloud base was about 1,800 meters. Take-offs were made at 10:18, 10:20, 10:29, 10:37, 10:40, 10:54, 10:59, 11:30, 11:43, 11:54, 11:59 a.m. and 12:10, 12:25, 12:30, 12:40, 12:42, 12:56, 1:06, 1:09, and 1:13 p.m. The following landings were made:

Time	Type of Plane	25X1
10:30 a.m.	Type-30 without auxiliary fuel tank	
10:31 "	" " "	
10:46 "	" " "	
10:51 "	" " "	
11:02 "	" " "	
11:12 "	" " "	
11:37 "	" " "	
11:51 "	" " "	
12:03 p.m.	" " "	
12:08 "	Type-27 with	
12:20 "	" " "	
12:21 "	" " "	
12:32 "	" " "	
12:36 "	" " "	
12:48 "	" " "	
12:50 "	Type-30 without	
1:04 "	" " "	
1:14 "	Type-27 with	
1:19 "	Type-30 without	

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The type-27 planes flew a large curve to the west at an altitude of 500 to 600 meters, while the type-30 planes flew a curve to the east at an altitude of about 300 meters.

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The planes took off and landed on the main runway from north to south. Flying continued after 1:25 p.m.

7. Between 1 a.m. and 3 p.m. on 22 November, visibility changed from 12 to 8 km. After about 12:30 p.m., there was a 10/10 degree of cloudiness. The ceiling was about 1,500 meters. 26 type-27 or type-30 planes were observed at the field, 11 at the intersection of the two runways, 12 south of the large hangar, and 3 east of it: 2 twin-engine Pe-2s with double rudder assemblies north of the large hangar and 1 twin-engine transport west of it. One type-27 plane was being towed by a tractor from the southern edge of the field to the hardstands near the hangar.

8. The radio installations were at their previous locations. About noon, two boxcars were shunted to the field. Truck [ ] proceeded from the direction of Germendorf toward Oranienburg.

9. On 29 November, 28 type-27 or type-30 planes, 3 Pe-2s and 1 Li-2 were observed parked at the field. A type-27 plane [ ] fitted with an auxiliary fuel tank and two type-30

planes with [ ] no auxiliary fuel tanks were seen aloft.

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10. Aircraft observed at the field on 30 November included 27 type-27 or type-30, 3 twin-engine aircraft with double rudder assemblies and rear gunner's stations, and 1 Li-2. There was no flying. \*

25X1 \* [REDACTED] Comment. The report indicates that there was no change in the occupation of Oranienburg airfield as compared with October. [REDACTED]  
25X1 [REDACTED] The bomber regiment equipped with type-27  
25X1 and type-30 planes was last confirmed [REDACTED] on 4 December  
1951. An air reconnaissance regiment is also stationed at the field.  
25X1 The [REDACTED] ground unit of this regiment was observed several  
25X1 tires in Oranienburg. [REDACTED] This regiment is  
25X1 possibly being retrained with type-27 planes.

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25X1

SECRET [REDACTED]